

BRIDGINGtheGAP



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For more information, visit our website at:
<http://www.seattle.gov/transportation/BridgingtheGap.htm>



SDOT: Keeping Seattle Moving

Building and operating a transportation system that keeps people, goods and services moving.



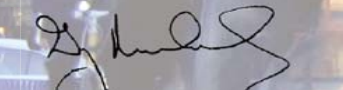
Message from the Mayor

I am pleased to present the 2008 Bridging the Gap Annual Report. In 2007, the program's first year, we made tremendous progress in improving Seattle's transportation infrastructure. Our second year of effort shows the city's continued commitment to this work as the voter approved Bridging the Gap program met or exceeded all of its goals.

In 2008 we paved 41 lane miles of our city streets, restriped 1,349 lane miles of arterials, planted 923 trees and replaced old faded street name signs at 1,071 intersections.

Bridging the Gap, however, focuses on more than just roads. We striped 36 lane miles of bike lanes and sharrows, built 15 blocks of new sidewalk and repaired seven stairways. All these projects help to achieve my goal of "Keeping Seattle Moving."

The dedication of the Seattle Department of Transportation, its employees and the Levy Oversight Committee to the Bridging the Gap program continues to be impressive, and I commend them all for their work. I look forward to even greater success in 2009, as we continue to maintain and improve Seattle's vital transportation system.



Greg Nickels, Mayor



Message from the Director

Building on the successful work of 2007, the Seattle Department of Transportation (SDOT) set aggressive goals for Bridging the Gap in 2008. Aided by concerned citizens from across the city of Seattle, we established tangible targets to improve the citywide transportation infrastructure for pedestrians, bicyclists, transit users and motorists.

The 2008 results from this hard work on Bridging the Gap are impressive. Last year SDOT replaced 9,424 regulatory signs, built seven Safe Routes to School projects replaced signage at 76 school zones and secured 20,000 new transit service hours. These accomplishments are the direct result of many hours of hard work by SDOT teams and crews. I could not be prouder of their commitment to their work on behalf of the city and its residents.

These accomplishments, along with what residents can expect in 2009, are highlighted in the 2008 Bridging the Gap Annual Report. Our SDOT crews will be busy at work across the city of Seattle, so expect to see them Bridging the Gap in your neighborhood.



Grace Crunican, Director
Seattle Department of Transportation

Monitoring Levy Work



Accountability

Established in 2007, the Bridging the Gap Oversight Committee is responsible for providing accountability on the use of BTG funds through monitoring revenues, expenditures and program and project implementation schedules.

In 2008 our 15 member committee reviewed numerous projects, ones that will serve neighborhoods, commuters, bicyclists, pedestrians and the freight community. To aid with public involvement, the group held quarterly meetings in Meadowbrook, Ballard, Delridge and Southeast Seattle and always provided opportunities for the public to share their viewpoint on BTG issues.

The committee believes excellent progress was made by the department in its 2008 Bridging the Gap work. We eagerly await this year's efforts and look forward to many more years of a well-run and highly accountable BTG program.

For more information, visit our website at http://www.seattle.gov/transportation/btg_oversight.htm

- Ref Lindmark and Ann Martin, Co-chairs
BTG Oversight Committee

Committee Co-Chairs Ann Martin and Ref Lindmark, Chuck Ayers, Jeff Frkonja, Barbara Culp, City of Seattle Director of Finance Dwight Dively, Council Member and Transportation Committee Chair Jan Drago, Michael McGinn, Christina O'Claire, Rick Sepolen, Darryl Smith, Betty Spieth, Thao Tran, Peter Whitehead, Tom Williams

2009 Work Plan

The City of Seattle has been weathering the current economic situation better than the rest of nation. However, because of the ongoing economic uncertainty, all city programs are being reviewed for potential impacts. At this time we do not know how declining city revenues will impact the Bridging the Gap (BTG) program for 2009.

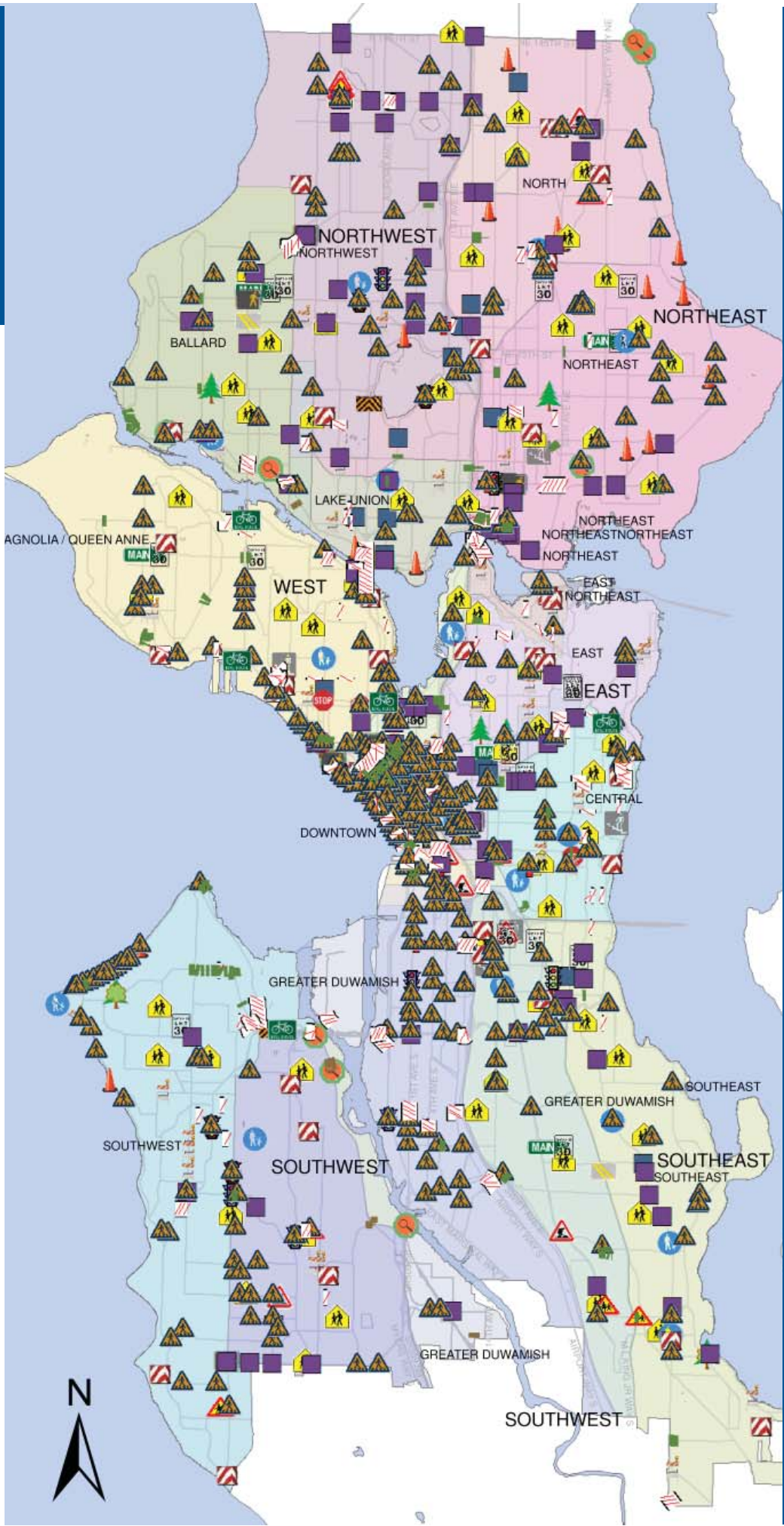
Levy dollars will not be affected; however, some BTG programs may see a decrease in the amount of General Fund and other City revenue support they receive. This funding is an important element to the overall BTG program. We will make every attempt to minimize impacts to the extent possible. SDOT remains committed to the promises made as part of Bridging the Gap.

In 2009 city residents will continue to see the benefits of BTG with crews paving roads, building and repairing sidewalks, planting and pruning trees, striping bike lanes and sharrows, restriping crosswalks and improving walking routes to schools.

2008 Project Map

Bridging the Gap across Seattle and in your neighborhood

- Arterials Restriped (plus Edgelines)
- Bike Lanes and Sharrows Striped
- Bike Route Signs Installed
- Bike Trails Built
- Bridge Repair Requests Completed
- Corridor Projects Implemented
- Crash Cushions Replaced
- Crosswalks Remarkered
- Electrical Traffic Control Device Improvements
- Guardrails Replaced
- High Collision Locations Improved for Safety
- Landscape Maintained
- Left Turn Improvements Installed
- Left Turns Improved for Safety
- Neighborhood Projects Implemented
- New Signals Installed
- Pedestrian Countdown Signals Installed
- Regulatory Street Signs Replaced
- Roads Paved
- School Walking Routes Improved for Safety
- Sidewalks Built
- Sidewalks Repaired
- Signage of School Zones Improved
- Signs Replaced within Corridor
- Stairways Rehabilitated
- Street Name Signs Replaced
- Traffic Control Cabinets Replaced
- Trail Inspected
- Trail Maintenance Completed
- Trees Planted



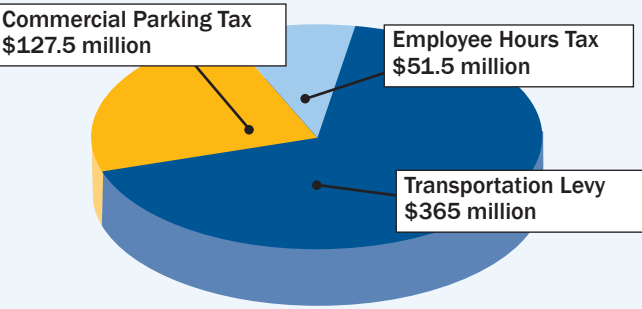
BTG Overview

In 2006, Seattle voters passed a nine-year, \$365 million transportation levy for maintenance and improvements known as Bridging the Gap (BTG). The levy is complemented by a commercial parking tax and an employee hours tax that are expected to generate an additional \$179 million over the nine years.

The levy funds programs to address the more than 20 years of maintenance backlog for paving; sidewalk development and repairs; bridge repair, rehabilitation and seismic upgrades; tree pruning and planting; and other much-needed maintenance work. Funding will also develop and implement both the Bicycle and Pedestrian Master Plans, create a Safe Routes to School Program, improve transit connections throughout the city and help neighborhoods get larger projects built as part of the Neighborhood Street Fund large project program.

Bridging the Gap will enable the Seattle Department of Transportation to meet Mayor Nickels' goal to "Keep Seattle Moving."

9-Year Funding Package - \$544 Million



2008 BTG Financial Overview

Each year the BTG program combines SDOT general fund and BTG levy revenues to create a total budget. The spending plan represents the portion of the total budget that SDOT intends to spend in the year.

2008 BTG revenues: \$82.5 million (this includes \$28.627 of 2007 BTG carry forward)
2008 Other City Funding Allocation: \$100.2 million
2008 total program budget: \$182.7 million

2008 spending plan: \$126.2 million*
2008 actual expenditures: \$98.0 million






















*The majority of unspent 2008 budget represents larger capital projects that did not reach the construction phase in 2008. These funds will automatically carry over to 2009.

The BTG levy approved by voters stipulated that certain percentages of the levy revenues be spent on different project categories, as shown below:

	Levy Requirement	2008 Actual Levy Spending
Neighborhood Street Fund	First \$1.5 million of the levy	\$1.7 million
Maintenance is...	No less than 67%	69.8%
Pedestrian/Bike/Safety is...	No less than 18%	23.8%
Transit is...	No more than 15%	6.4%

2008 Accomplishments

In 2008 Bridging the Gap included 40 different types of projects to enhance Seattle's transportation infrastructure.

Project	2008 Target	2008 Results	Goal Met	Goal Exceeded	Goal Not Met
TRAFFIC MANAGEMENT					
Pedestrian countdown signals installed	25	27			
New sidewalk block faces built	15	15.4			
Walking routes to schools improved for safety	5	7			
Crosswalks remarked	850	1,082			
Neighborhood projects designed to 100%	17	17			
Speed watch trailers deployed	65	66			
Bike lanes and sharrows striped (in miles)	30	36.07			
Bike route signs installed (in miles)	10	11.5			
Bike trail segments built	3	4			
Trail inspection (in miles)	20	26.63			
Urban trail & bikeway spot improvements	20	24			
Schools zones with safety signs improved	75	76			
Regulatory street signs replaced	7,870	9,770			
Street-name signs replaced	1,071	1,076			
Number of corridors with signs replaced	5	5			
Arterial lane-miles restriped	1,300	1,351.42			
Crash cushions replaced	2	2			
Guardrail replaced (in feet)	2,756	2,889.50			
New traffic signal requests evaluated	60	73			
New signals installed	5	5			
Signal beacons maintained	296	298			
Traffic signals maintained	1,001	1,012			
Traffic control cabinets replaced	Up to 20	20			

Project	2008 Target	2008 Results	Goal Met	Goal Exceeded	Goal Not Met
Electrical traffic control devices evaluated	200	291			
Electrical traffic control devices installed, modified or removed	100	127			
Traffic control concerns evaluated	400	564			
Left turn signal improvements evaluated	30	30			
Left turn signal improvements installed	6	6			
Left turns improved for pedestrian safety	3	6			
Locations improved for pedestrian safety	10	10			
Safety concerns evaluated	60	65			
CAPITAL PROJECTS & ROADWAY STRUCTURES					
Road lane-miles paved	41	41.7			
Bridge repair requests completed	400 - 450	415			
Stairways rehabilitated	5 - 8	7			
STREET MAINTENANCE					
Sidewalk block faces repaired	22	24.21			
STREET USE & URBAN FORESTRY					
Trees planted	916	923			
Trees pruned	3,000	3,138			
Landscape maintained (square feet)	43,560	43,596			
POLICY & PLANNING					
Transit hours secured	20,000	20,000			
Transit corridor project implementation (30% design)	3	3			

